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SA (COMOR)/DDS&T

OXCART file

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Copy / of 8

17 DEC 1965

MEMORANDUM FOR: Chairman, COMOR

SUBJECT: OXCART Side-Looking Radar

1. The attached memorandum is a response to my inquiry at a recent staff meeting regarding the status of our requirements for a Side-Looking Radar capability in the OXCART. You will notice that it is more a status report on the development of the actual equipment than it is an exhaustive evaluation of the need for such equipment. On the other hand, it looks as though we are now nearing a point where we will have the facts in hand to make a proper judgement on the continuation or cancellation.

2. I shall be grateful if you would interest yourself on this subject and take whatever initiative is appropriate. However, before you drop this matter into the community forum, I should like you to check it out with me.

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ALBERT D. WHEELON
Deputy Director
for
Science and Technology

cc:

J. Ledford

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15 JUL 65

MEMORANDUM FOR : Deputy Director for Science and Technology
SUBJECT : OXCART Side Looking Radar Status

1. This memorandum is for information only.

2. The start of the Side Looking Radar (SLR) flight test program in an A-12 aircraft has been deferred until the first quarter of 1966 due to higher priority test requirements and BLACK SHIELD readiness activity. During the past year the SLR program has been reduced essentially to a sustainer effort at Westinghouse, Friendship Airport, with periodic test flights of a flyable breadboard SLR in a F-101 aircraft. These flights were conducted to debug and to peak airborne equipment and ground correlator performance. Also, this effort concurrently supported an NPIC contract aimed at providing various SLR target signatures for NPIC study. Also, BUWEPS interest in the equipment potential for Navy application resulted in a number of test flights conducted over targets of interest to both the Navy and NPIC.

3. Early in December it was decided to terminate the SLR F-101 flight test program for the following reasons:

(a) Plans are underway to commence flight tests in an A-12 aircraft during the first quarter of 1966.

(b) Effect economics, and

(c) Air Force interest in acquiring F-101 aircraft for high priority field military use.

4. There are two production model SLR's together with spare parts configured for A-12 aircraft use in the OXCART inventory at Westinghouse. Also, a special ground correlator for the SLR product now is installed at Westinghouse, Friendship Airport.

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5. Some time ago a decision was made to freeze the SLR configuration and to hold in readiness the two available production model systems for flight test in the A-12 aircraft as soon as priorities permitted. The decision to freeze the configuration largely was influenced by an informal assessment made by representatives of SEI, OSI, NPIC and OSA that the prime eventual limited value of the equipment (with its resolution capability already pushing the state-of-the-art) would be in crisis situations to photograph cloud covered targets or, at night, targets such as airfields, depots and rail-heads for the purpose of detecting and monitoring build-ups. It was felt, at the time, that the best achievable resolution of the system would appear to limit its usefulness chiefly to such gross indications targets. NPIC is being asked to report, in the near future, on the evaluation and assessment of recent F-101 aircraft SLR flight test results to confirm or amplify the range and degree of usefulness of the SLR product. Also, Westinghouse has been asked for an up-date briefing on the program.

6. As a collateral matter of interest: (a) it would appear prudent to permit the BUWEPS to continue tests involving the flyable SLR breadboard in the event that the Navy should be interested in providing a replacement aircraft for the F-101 and fund the effort. This would be in line with our past policy of enabling a spin-off of technology to the military under appropriate security ground rules.

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for JACK C. LEDFORD
Brigadier General, USAF
Director of Special Activities

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